



OFFICE OF THE NATIONAL COMMANDER  
NATIONAL HEADQUARTERS  
CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

18 November 2005

MEMORANDUM FOR ALL WING AND REGION COMMANDERS

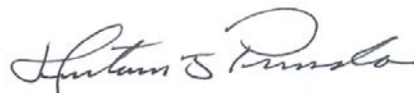
FROM: HQ CAP/CC

SUBJECT: Training and Requirements for G1000 Equipped Aircraft

1. To make the most of the Cessna glass cockpit training, CAP leadership has decided to continue sending highly qualified CAP check pilots with a current CFII rating to the FAA Industry Training Standards (FITS) instructor course in Independence, KS. CAP will pay for the course and each check pilot's travel expenses. NHQ will make all travel arrangements so we can help minimize our members' out of pocket expenses.
2. I ask each Wing Commander who is getting a new aircraft to work with their Region Commander to select two highly experienced CAP check pilot/CFIIs. Each selected check pilot/CFII must be willing to study Cessna provided training material prior to attending the six day FITS instructor course, accept and deliver the aircraft from Cessna to their respective wing, and provide follow-on training to the respective wing's other check pilots and pilots. All CAP check pilots/CFIIs selected to attend the Cessna-provided Glass Cockpit training in Independence, Kansas must be current/qualified in the C-182 in accordance with CAPR 60-1 and in every type of instrument approach before they arrive in Kansas. The Cessna Glass Cockpit training program is entirely focused on teaching our instructors how to operate the G1000 system. The training schedule is extremely full and there is no time available to teach our instructors how to operate a C-182 aircraft or how to fly instrument approaches.
3. Before attending the training, the selected check pilots/CFIIs will receive a comprehensive study package from Cessna. It will include a Pilot's Guide, Garmin Training Guide, FITS Approved Transition Syllabus, G1000 PC-based simulator, G1000 training DVD, Cessna training DVD, Cessna course workbook, Cessna 182T Information Manual, and a G1000 Cockpit Reference Guide. These check pilot/CFIIs will need to become very familiar with this material prior to attending the FITS course.
4. At the end of the G1000 FITS instructor course, Cessna instructors will complete the appropriate portions of a CAPF 5 for each CAP check pilot/CFII. Each CAP check pilot/CFII should assist Cessna personnel in the completion of the form.
5. A subgroup of the Operations Committee has reviewed the Cessna FITS course and two of their representatives have attended the Cessna FITS training. As a result of their review and analysis, we have determined the best plan to safely and effectively integrate new Cessna glass cockpit aircraft into our fleet. In addition, based on their inputs, we are supplementing CAPR 60-1 requirements to include the following Wing level training and evaluation requirements:

- CAP factory-trained instructors must check out other CAP instructor pilots before those instructors can teach in the G1000 equipped aircraft. CAP factory-trained instructors will use the full Cessna instructor training syllabus when checking out other CAP instructor pilots. CAP instructors will use the full Cessna FITS transition syllabus and all provided training materials when conducting ground and flight training for CAP pilots. Prior to operating CAP G1000 equipped aircraft as a pilot-in-command, each CAP pilot must receive an initial CAPF 5 check ride from a factory-trained CAP check pilot. These procedures will ensure standardization of all CAP instructors and pilots.
- Pilots are required to practice “round dial” emergency maneuvers on G1000 aircraft check rides.
- CAP pilots who wish to exercise instrument privileges must receive a CAPF 5 flight evaluation requiring a demonstration of pilot proficiency in all G1000 instrument capabilities.
- CAP instrument rated pilots who are current to fly both G1000 equipped aircraft and conventional “round dial” aircraft must accomplish half of the approaches for FAA instrument currency in glass cockpit aircraft and half in “round dial” aircraft.
- To remain qualified in a G1000 aircraft, an annual CAPF 5 flight evaluation in a G1000 equipped aircraft is required. This check ride will meet the requirements for other aircraft in the same group as specified in CAPR 60-1.
- CAP Wings/Regions will also conduct G1000 familiarization training for observers and scanners who are not receiving pilot G1000 system training. As a minimum this will include radio and navigation frequency management, obtaining airport and waypoint information, and identifying present position from the GPS/storing it as a waypoint.

6. These requirements will be reviewed again during the next year as CAP gains more experience with the G1000 system. Questions should be directed to John Sharp, Chief of Training at [jsharp@cap.gov](mailto:jsharp@cap.gov) or Pete Kalisky, Chief of Stan/Eval at [pkalisky@cap.gov](mailto:pkalisky@cap.gov). This policy letter supersedes the one dated 23 March 2005 and should be posted with CAPR 60-1.



ANTONIO J. PINEDA  
Major General, CAP  
Commander

Attachment:  
Additional FY06 Funds for Glass Cockpit Training

cc:  
HQ CAP/CV/CS/EX/XP/FM/DO/LG/GC/IG/SE  
CAP-USAF/CC/CV/XO/IG/JA  
Operations Committee  
CAP-USAF LR/CC  
CAP-USAF State Directors

## **Additional FY06 Funds for Glass Cockpit Training**

CAP leadership is going to make available some additional training funds for those wings that are receiving a new glass cockpit aircraft in FY06. This additional funding can be used to provide local glass cockpit transition training for up to 10 mission pilots. Commanders should make every effort to ensure the individuals utilizing this special funding are highly dedicated CAP members who are willing and able to perform missions when called upon. Since CAP will be investing a lot of time and money in individuals selected to receive glass cockpit training, these members should make a commitment to CAP to be readily available to perform missions for at least one year. Aircrew members utilizing training funds should also realize missions may involve funded travel and time away from home.

In order to be eligible for the additional glass cockpit training funding the following requirements must be met:

- All aircrews must be current SAR/DR mission qualified
- All pilots must be trained using Cessna's FAA Industry Training Standards (FITS) syllabus
- CAP Instructors and Check Pilots should receive priority as long as they are also willing and able to act as Mission Pilots when required

The additional training funds that have been identified will be allocated in the following manner:

- **Glass Cockpit Training** Wings getting G-1000 equipped aircraft will receive \$4,500 in additional funding to provide local transition training for up to 10 pilots. Wings in the test program that are having all their maintenance costs paid by NHQ will receive the cost of fuel to train these pilots. This equates to \$2900 for wings involved in the maintenance test. The syllabus calls for approximately 5 hours of training (which includes the checkride.) CAP wings will use the normal process of submitting CAPF 10s through the State Director and Liaison Region to obtain AF approval for glass cockpit transition training. The CAPF 10 should clearly state "Glass cockpit transition training flown in accordance with the Cessna FITS syllabus."

### **Additional training for other CAP members beyond what is covered above:**

Regions/Wings can train additional mission pilots (if mission requirements dictate) using their own training funds, Region/Wing funds, or member funds. The Cessna FITS syllabus must be used for all training.